

DEADLY MEN AND CHILDREN BATTLE IN DARKNESS IN SUBWAY

being enacted deep down in the tube or upon the open street public officials and the Interborough subway were rushing to Lexington avenue and Fifty-ninth street, the central relief and investigation point of the accident. Mayor Hylan was present.

George McAneny, chairman of the Transit Commission, went into the smoke-filled tube and stayed there upward of an hour with Commissioner Leroy C. Hansen and Robert Ridgway, chief engineer. Joseph Martin, Acting Fire Chief, competently in command of whole battalions of firemen; William J. Lacey, Deputy Police Commissioner, leading orders to not less than 1,000 policemen in the immediate vicinity; Frank Hedley, president of the Interborough Rapid Transit Commission, there to get the ways and workings of an accident that might easily have become an appalling disaster; Dr. Harry Archer of the Fire Department, establishing sidewalk hospitals along Lexington avenue; Police Department surgeons and two medics of Bloomingdale's store, Drs. Albert Bahr and Herbert Pollack; Grover Whalen, Commissioner of Plant and Structures, taking orders from the Mayor to investigate the accident, and many others big and not so big.

Two Hours to Clear Scene.

It took well on to two hours to clear the scene above and below, to get all the half-poisoned, half-strangled sufferers, well upon a hundred of them, either into condition to go home under their own power or in ambulances or police cars, or else to a hospital for further observation, and for restoring service to a much upset East Side subway system.

Power was shut off for two hours, and with the Lexington avenue surface line closed for an hour or more, a train was thrown upon the Third Avenue elevated. The usual activities of a considerable district of the city were disorganized and interrupted by the unprecedented accident—for there had never been one like it before.

There were nine and ninety ways that a short circuit can come about, and which of the number operated yesterday is not known at this writing. The fuse in the motor box of the fifth car blew out and immediately the whole savage power of the motivation of the system burned into that little space. The result was appalling on a small scale, and if a motorcar had been in the box he would never have known what killed him.

All metal in the box, which stands about four feet up from the ground, is about a foot and a half wide and six inches deep. All hard rubber was set afire, producing a confusion of heavy smoke. And through these vapors ran a poisonous fume which affected the throat and lungs and made many people violently ill. Neither the cause of the chemical fire extinguisher had anything to do with this poison gas characteristic of the vapor that drifted through the train and through the subway tube in a matter which has not been settled.

Motorman Gets Warning.

Within a minute or two after the blowout, of which the train motorman, Thomas McLaughlin, away ahead, knew nothing at the moment of its occurrence, a guard ran forward and warned him that something serious had happened and that passengers were badly scared. McLaughlin brought the train to a stop at that time the first car was at Sixty-first street and the rear at Fifty-ninth.

McLaughlin walked a way back toward the first car, he says, got a notion of the trouble that was about to break and then quickly left the train. He made his way to a power plug, pulled it, killed the fifth car, the third car in special trouble, released its shoe from contact. Hastening to the motor box of that car, where the terrible spitting and hissing of the electric machinery was a bright and steady burning flame, a flame that fed only on solid rubber and hard metal, McLaughlin snatched a fire extinguisher and let the blaze have their contents.

He says he stopped the fire, completely put it out, but there is controversy over it.

Capt. Thomas Rush of Engine Company 3, who suffered enough himself from fumes to need hospital treatment, says Mayor Hylan, that the fire did not work and that he himself put out the fire with a bucket of water, nothing more. He condemned the use of chemical extinguishers in such confined spaces as the subway and insisted that the gas fumes of the extinguishers had been the asphyxiating agent in the aftermath of the accident. All of this is being investigated.

Policeman Quits Passengers.

About the first figure that emerged clearly out of the maelstrom and turmoil of the train after the blowout was that of Policeman Fred Norman of Oak street station, a good looking young fellow with a sensible, cool head upon a wide forehead and a steady eye. He was in the third car off duty and not in uniform but when "he broke loose," as he put it in the direct way, he stuck on a shield, knowing its psychological value, and raised his voice, firm and authoritative, to quiet the panic obviously starting.

His brisk orders stopped the rush for the doors and windows and he had the passengers well under control when the lights went out, all except a fitful glimmer at each end of the car. That broke the spell of order and the train was in authority. The passengers in that car, as apparently in every other car, rushed the guards who were trying to prevent doors or windows being opened. There were a few fights, but they were not a recognizable thumping of fists upon flesh. Then came the crash of window glass and the leaping of people to the ground along the length of the stalled train. The guards, of a type of men which clings to orders even in emergencies, had refused to open the doors because there is no express stop between Forty-second and Forty-third streets, and the doors in their location must be closed between stations. Several of them were badly clawed and bruised in their resistance of the public will.

Policeman Reaches Phone.

Norman was one of the first out of the train, and by sheer luck, groping in the half darkness, the policeman hit upon a subway service telephone, which put him into connection with the Interborough offices, thence to Police Headquarters. That really started the relief wheels going, though above on the street it was known by this time that something had gone very wrong down below.

Smoke was coming out of the manholes and ventilators, and even the cries of the passengers struggling out of the stalled train toward undiscernible exits could be heard. The subway has two levels at this point, express tracks running directly underneath the local tracks and sixty-five feet below the surface of the ground. The only way to get to the point of the accident is by means of manholes and ladders in the emergency exits at Fifty-ninth street and Sixty-second street. These go sheer and made a formidable climb for the elderly, the very stout and for many of the women and children.

All that took place in the smoke and throat-racking fumes and in the dim

FOUND ANYTHING?

If so, use it in the last and best effort of to-day's New York Herald.

Subway Smoke Victims Receiving First Aid



Train conductor, exhausted by his efforts to prevent panics among imprisoned passengers, being revived by a surgeon.



Woman, lying on sidewalk, getting treatment from members of hospital staff after she had been brought to the surface through an emergency exit.

THREE INQUIRIES SEEK CAUSE OF SUBWAY FIRE

Continued from First Page.

way. The emergency exits provided for in the commission's report were found to be in efficient condition. These are the salient facts at hand at this hour. The commission's engineers and experts are now at work investigating the details of the accident. Until their reports and the commission's findings are received, the public will not undertake to determine what additional safeguards, if any, it is possible to devise and install in the subway to prevent accidents of this character, whether a public inquiry will be advisable.

Fire Marshal's Statement.

Fire Marshal Prial, after a personal inspection, said:

It is not known what caused the short-circuiting. The fire, although confined to a small space, burned with terrible violence. There was no explosion, only "puff."

The smoke from the burning rubber and fused metal drifted through the train, made more noxious by the close confinement of the subway tube. Moreover, when the passengers in alarm sought the exits they found that the smoke and fumes were seeping from the doors and windows and escaping from them, and firemen and others coming to the aid of the passengers also ran into these exuding fumes. I understand that Pyrene fire extinguishers were used by the motorman, Thomas McLaughlin, to put out the flames in the control box. This liquid chemical may have added somewhat to the noxious quality of the fumes, but something had to be used to put out the flames. No person is blameable, apparently. It was one of those accidents which cannot be foreseen.

President Frank Hedley of the In-

terborough, after questioning the train crew and other employees, issued the following statement:

It appears that a short circuit developed in a car near the middle of the train. The short circuit developed an electrical arc of such intensity that it destroyed all the switches, wiring, terminals, connections and the insulation. It is impossible to determine just what caused the short circuit, because everything was burned. The smoke came from the burning insulating material, together with vapors of the metals which were fused. The train crew acted promptly in causing the power to be shut off and it was kept off for nearly two hours. When everything was found to be safe, the power was restored.

The train was provided with Pyrene fire extinguishers, which were used by the train crew to subdue the flame and prevent the smoke, but without success, as the arc was too intense. It is a mistake to place the cause of the smoke upon the fire extinguishers.

The electrical apparatus which short-circuited is the best obtainable, being the products of both the Westinghouse and the General Electric Company. The car was inspected and tested last week and found in good order in every respect, including the electrical apparatus.

While such short circuits have happened before, they have always been checked before any considerable noxious vapor developed. We have already started our electrical and other technical men making studies to see what, if any, improvements can be devised to prevent a recurrence of such an event.

Mayor Hylan, who went to the surface scene of the accident, blamed the extinguisher used for the great distress caused, and said that an accident could not have happened if the Rapid Transit Commission had done its duty.

cent's, Gouverneur, Flower, Voluntary Knickerbocker, Reception, Polychrome, Presbyterian, Red Cross, Broad and Lenox Hill—10 doctors and 25 ambulances, and with them worked four patrol wagons and 112 special policemen detailed for such aid.

Subway trains were stalled far to the south and north of the point of the accident, and remained blocked for one hour and forty-five minutes, as it was not until 1:30 p. m. that power was restored and wheels began to move. Thousands of persons were inconvenienced, therefore, as thousands had to leave trains held up between stations and make their way to the upper air the best way they could.

Passengers in stalled trains nearest to the accident were also driven from the tube by the smoke and unbearable fumes, though none of them seems to have suffered grave discomfort. In some cases guards had to be overcome by force before they would consent to open the doors and release passengers who could not stand confinement any longer. Other guards in trains distant from the accident consented to open the doors only when men began to break windows.

It was not until 2 o'clock that the neighborhood of the accident was quiet, but to something like its customary quiet, but Bloomingdale's, full of tired, smoky smelling first aiders, could scarcely settle down at all.

PREMIER KING TO MEET HUGHES IN WASHINGTON

Will Discuss Matters of Mutual Interest.

WASHINGTON, July 6 (Associated Press).—Premier King of Canada and Secretary Hughes will confer in Washington next Wednesday. The conference, which was arranged on the initiative of Premier King, will take up questions of interest to the two countries.

SUSPECT CAUGHT ON BOAT.

DESP RIVER, Conn., July 6.—James Naisborow, wanted in Freeland, N. J., on a charge of homicide, was taken off the steamer Middletown, from New York, when she touched here last night. The State police had received word that the man might be on the vessel and they found him asleep in the cabin. He made no resistance.

Short Circuit Flames Scare Surface Riders

RECALLING the subway accident earlier in the day, several passengers on a north-bound Lexington avenue car at Forty-eighth street became excited last night at 10 o'clock when a short circuit caused a fire in the motor box. Smoke began to drift upward into the car, and several persons got off, but Patrolman Barmonde climbed aboard and told them there was no danger.

ALDERMEN VOTE Hylan \$580,000 FOR TUNNEL

Party Lines Followed on Staten Island Project.

After a debate, in which Murray Hulbert, President of the Board of Aldermen, said some harsh things about Gov. Miller, the Aldermen yesterday by a vote of 51 to 9 appropriated \$580,000 for administrative and engineering expenses in connection with the proposed Brooklyn-Staten Island freight and passenger subway.

The opposition to the appropriation was led by Bruce Falconer and Jacob W. Friedman, and the Republicans, with one exception, stood together. John Wirth of Brooklyn was the Republican who voted with the Democrats. Hulbert gave up the gavel and spoke from the floor, declaring he had signed the bill and the Port Authority as well as the Governor. Some of the Republicans accused the Mayor of playing politics with the project. Friedman said the city and the State Authority as well as the Governor. Some of the Republicans accused the Mayor of playing politics with the project. Friedman said the city and the State Authority as well as the Governor.

"It is folly to charge the Democrats with playing politics, when the proposed tunnel was ordered by legislative act signed by Gov. Miller," he went on. "No one knows to-day where the Governor stands on this matter, and I've talked with him several times. He keeps saying, 'I have changed my mind,' although he has the minutes of the Port and Harbor Development Commission, which was given to me by the Governor, in which he declared that he would support the tunnel."

The Board adjourned for the Summer, and will not meet again until Oct. 2.

CARAWAY BLAMES 'WET' SHIPS ON PRESIDENT

Makes Attack During Closure Rule Debate.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau.)

Washington, July 6.—President Harding is responsible for "the most flagrant violation of the Eighteenth Amendment," declared Senator Caraway (Dem. Ark.) in the Senate today in the midst of the debate on the closure rule.

"With a stroke of a pen," said Senator Caraway, "this President could close the doors of the saloons on all ships on American waters. He has given to the world a bad example. It is forbidden by the Constitution which I took an oath to uphold. It is forbidden by an act of Congress, which I signed, and therefore these bars must be closed."

LADY WILSON WON'T BE AN M.P.

DUBLIN, July 6.—Lady Wilson, widow of Field Marshal Sir Henry Wilson, today declined the invitation extended to her to stand as a Unionist candidate for Parliament for North Down, her husband's late constituency.

ALL EXCEPT 15 VICTIMS ABLE TO LEAVE HOSPITALS

Night Finds Number of Those Unable to Go to Their Homes Much Reduced, Due to Hard Work by Surgeons.

Of the approximately hundred passengers who were overcome by smoke in the subway fire at Fifty-seventh street yesterday, all but fifteen had left the hospitals for their homes last night. Those remaining in hospitals were: BARON, SARAH, forty, 120 Court street, Brooklyn. Bellevue Hospital. BAUER, HARRY, 1036 Kelly street, The Bronx. Flower Hospital. BOECHTER, LUCY, 515 East Twelfth street, Bellevue Hospital. BOGASSIAN, ALICE, twenty-eight, 227 East Thirty-third street, Bellevue Hospital. BRASHAW, FRANK, 742 West Fifty-fourth street, Broad Street Hospital. CITARELLA, G., 35 Bainbridge avenue, Broad Street Hospital. DARR, JOHN D., 47 Fern place, Brooklyn. Flower Hospital. FORCILTHER, MRS. ANNA, 1348 Wilkins avenue. Flower Hospital. FORCILTHER, MRS. ANNA, her aunt, also of 1348 Wilkins avenue. Flower Hospital. FELMAN, A., 235 East 114th street, Broad Street Hospital. GRUBER, J., 347 Bleeker street, Broad Street Hospital. LIPSCHITZ, FANNY, 107 Lily street, Newark. Bellevue Hospital. RUSH, Capt. HOWARD, 28 West Sixty-first street, Broad Street Hospital. RUSSO, ANTONIO, 1184 East Tremont street, Flower Hospital. SOLOMON, WILLIAM, 561 Fox street, The Bronx. The following persons were not so seriously injured as to warrant their being kept at the hospitals: BARR, HARRY, 1036 Kelly street, The Bronx. BATAVIA, BINNEY, 38, 100 East 129th street. BORKENE, LOUIS, 515 East Twelfth street, Broad Street Hospital. BOYD, HARRY, 37 West 112th street. CASEY, JERRY, 26, 109 West 101st street. COHEN, ABRAHAM, 40, 104 Lenox avenue. CHANCE, THOMAS, 50, 514 West 126th street. CHARLES, MICHAEL, 43, 161 East Twelfth street. DE SOMMA, JOSEPH, 1263 Park avenue. DUBAY, ANDREW, 520 East 120th street. DUBAY, GUSTAVE, 60, Summit, N. J. FRIED, EMMA, 42, 2169 Fifth avenue. ELLER, JOHN J., patrolman, 50 Logan street, Brooklyn. FAGONA, THOMAS, 88 Hall street, Brooklyn. FOLEY, JOHN, 28, 133 South Ninth street, Mount Vernon. FELMAN, ABRAHAM, 49, 235 East 114th street. GIANJO, DOMINIO, 31, 131 East Third street. GINDAN, JOHN, 29, 219 East 94th street. GELLER, PHILIP, 21, 1038 College avenue, The Bronx. GIBBELI, JOSEPH, 60, Fox street, The Bronx.

WAR HERO PERISHES IN BURNING PLANE

Capt. Tinsley Killed When Motor Goes Dead.

DETROIT, July 6.—Capt. George C. Tinsley of the Army Aviation Corps, an overseas veteran, was killed at Selfridge Field, Mount Clemens, late today when his plane crashed to the ground from a height of 150 feet.

Witnesses said, Capt. Tinsley had turned sharply when the motor went dead and the plane dropped. As the craft hit the ground it burst into flames, the heat temporarily forestalling the attempts of spectators to reach the flyer's side. The body was still in the seat of the plane when recovered, Capt. Tinsley had been badly burned.

PROPHET VOLIVA SEES END OF WORLD NEAR

'Churches Have Gone to the Devil,' He Says at Zion.

Special Dispatch to THE NEW YORK HERALD.

CHICAGO, July 6.—The end of the world is fast approaching, in the opinion of Wilbur Glenn Voliva, overseer of Zion, in fact, he announced to-day the year 1925 might easily see the end of time.

Voliva was addressing the faithful at the opening of the "twenty-second feast of tabernacles."

"The world is ripe for the sickle," he said. "It is corrupt from center to circumference. The churches have gone to the devil absolutely."

JUSTIFIED IN SLAYING COHEN.

George E. Patten, detective of the West Thirtieth street station, was executed yesterday by the District Attorney for shooting and killing Max Cohen, a pickpocket, in the subway Tuesday. Two men who were with Cohen are held in \$3,000 bail each.

WOMAN ENDS LIFE IN LAKE.

STRAHAN, July 6.—Mrs. Marie French, 32, of Port Byron, missing since late yesterday afternoon, was found dead in Shattles Lake between Glen Cove and New Hope Landing to-day. Coroner Crane gave a verdict of suicide.

I. R. T. EXPERT CUTS 'PRICE' \$5,500,000

Kellogg Still Thinks \$66,000,000 Increase in Value Right for Car Line.

MIDLAND LOSS SHOWN

Whalen's Railway Experiment on Staten Island Falls From Surplus.

Dr. Charles T. Kellogg, an expert auditor for the firm of Stone & Webster, was in the witness chair yesterday in the Transit Commission's inquiry into the value of the properties of the New York Railway Company, the surface line subsidiary of the Interborough system. Testimony was brought out showing that Stone & Webster, who made the company appraisal for the New York Railway, operate about forty public utilities.

The witness warmly defended his firm's appraisal of the company's properties at \$145,000,000, which was a scaling down since the last hearing of more than \$5,000,000. Judge Shearn asked if he did not think it incredible that property which the same firm of experts in 1914 had appraised at \$88,000,000 should be held up in its 1919 appraisal, as worth nearly \$145,000,000. Dr. Kellogg said he thought the difference fairly represented the variation in the purchasing power of the dollar between the two dates on a basis of reproduction cost at prevailing prices for labor and material. The hearing will proceed this morning.

Gen. Lincoln C. Andrews, chief executive officer of the commission, conducted an inquiry into the service and equipment of the Staten Island Midland Railway, which was taken over by the city for municipal operation through Grover Whalen, Commissioner of Plant and Structures, on December 1, 1920. Statistics placed in evidence by Harry S. Fischer, statistician for the commission, showed that since that date the line had lost \$1,000,000. Mr. Fischer's figures showed for last April a net corporate income of \$55,050, as compared with a deficit of \$53,190 for April, 1921. The company's net corporate income for ten months ending April 30 last was \$75,265, as contrasted with a deficit of \$784,218 for a like period of the year previous, showing an improvement of \$589,484.

Representatives of the Bronx taxpayers' associations urged various betterments in the service of the Bronx lines operated by the Third Avenue company. They asked that the St. Anne avenue cars be run all night, that all night service be given also on the Westchester line, that the Willis avenue cars be run through to McLean avenue night and day instead of being halted at night at Port Jervis road, and that the shuttle service from 138th street across the Harlem River Bridge be replaced by having the cars run through to 125th street.

CHRISTIAN SCIENCE COLLEGE.

Project to Give Church First Institution of Higher Learning.

St. Louis, July 6.—Christian Science leaders to-day announced that the construction of a \$1,000,000 college near St. Louis is under consideration. It will be the first Christian Science college in the world, it was said.

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BOUTONNIERE

In his efforts to popularize the potato in France, Parmentier appealed to the king.

The monarch promised his aid and gave it in a rather unique way:

He wore a potato blossom as a boutonhole bouquet whenever he appeared in public.

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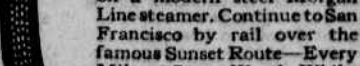
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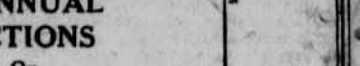


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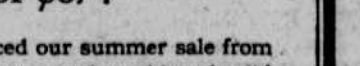


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